CHAPTER 5 FIELD SURVEY AND AERIAL PHOTOGRAPHY

5.1 BASIS OF PROJECT STATIONING

Stationing for the SR 303L median construction centerline was based upon right-of-way plans (Project No. RBA-600-9-701) prepared for ADOT by Cella Barr Associates dated September 20, 1989. Station 484+84.35 coincides with the ADOT right-of-way plans mentioned above. The SR 303L median centerline as shown in the previous study by HDR ties to the ADOT centerline at that point. The stationing was then restationed to the south to avoid an unnecessary station equation.

5.2 SUMMARY OF FIELD SURVEY RESULTS

No field topographic survey was performed. Existing horizontal control was verified and additional control points were set for aerial mapping purposes. The additional control points were tied to the verified existing control.

5.3 ADDITIONAL SURVEY INFORMATION REQUIRED

Additional field survey will be required as the project progresses to final design. Areas where the new design matches existing or areas of special interest, such as special drainage features, will need spot topographical surveys. Additionally, if the segment under final design is to be mapped aerially, areas obscured by dense trees or brush or dark shadows may need to be field surveyed.

5.4 AERIAL PHOTOGRAPHY NOTES

The SR 303L corridor from MC 85 to Clearview Boulevard was aerially mapped by Kenney Aerial Mapping in 2001. The width of coverage was approximately 1,500 feet on either side of SR 303L. In 2003, SR 303L from Clearview Boulevard to just north of US 60, I-10 from Perryville Road to Estrella Parkway and US 60 within one mile of SR 303L were aerially mapped to accommodate the additional areas that this DCR would cover. SR 303L between McDowell Road and Indian School Road was also remapped in 2003 to capture the recent improvements to SR 303L performed by MCDOT. Digital terrain models were created with an approximate accuracy of 60.5 feet.